

Arizona Sub Vets Perch Base



Midwatch

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Arizona Sub Vets, Perch Base Officers

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MEMORIAL DAY SALUTE

USS LA GARTO (SS 371) May 3, 1945 - 85 Men lost
S-4 (SS109) - May 15, 1936 - 1 Man lost
USS SCORPION (SSN589) - May 22, 1968 - 94 Men lost
USS SQUALIS (SS192) / SAILFISH - May 23, 1939 - 26 Men lost

Lest We Forget Those Still On Patrol

From the Wardroom:



MAY Meeting Location Revised.

It will be held at the American Legion Post NO. 29, 6822 North 58th Avenue, Glendale, Arizona (see directions within) and not at the Glendale Disabled American Veterans (DAV) as previously stated. Again, I repeat: The May meeting (and all subsequent **PERCH** Base Meetings) will be held at the American Legion and not the DAV.

That out of the way, I feel obligated to give each of you an explanation of why I had previously insisted on holding the May meeting at the DAV and what has since happened to cause me to change my mind.

Five years ago, those of us who helped form Perch Base, found ourselves rapidly out-growing the home patios we were customarily using to hold our monthly meetings. Without hesitation or cost, it was the Disabled American Veterans Chapter 20 who opened their arms and welcomed us freely making their home our home. While I cannot speak for all of our members, I believe I can speak for most of us who remember those days and agreed with me that Perch Base should, at least hold one final meeting at the DAV in person, give them our handshake, and walk away from our "friends" with our heads held high like Submariners. To leave with only a farewell letter, without this personal gesture of friendship and appreciation, would have been unfitting and cowardly. What were we talking about here - one month?

At any rate, the reason I've since changed my mind about holding our May meeting at the DAV is that I have since met personally with their Commander and I'm satisfied that everything has been clarified between he and I respectfully and honorably. He was very understanding and offered us to return any time we feel so obligated. His handshake was important to me.

This brings me to another rumor still circulating that I wish to squelch for the umpteenth time. Perch Base has never been charged rent by the DAV. It was always free. It has always been a pride of PERCH Base to vote a gift of \$200 or \$300 to a needy charity during the Holidays. Four years ago, before many of you came aboard, it was decided to make that charity begin at home so we voted to give it to our Disabled American veterans. And it has been voted on by the membership every year since. This is the same \$200 that I keep hearing about as the money we pay the DAV for rent. For the last time, the DAV has never charged us rent. So please let this thing drop once and for all. It's moot boys, we're moving. . Bury it!

One other thing, I realize that the April newsletter held some errors and confusion. They have been brought to my attention more than a few times. I am the sole author of Midwatch as well as

the Commander of Perch Base, and all I can say is "The Buck Stops Here". I accept all responsibility for its content and apologize for its short falls.

Insights:

The nice thing about being the Commander is:

"No one is listening until you make a mistake, and some days you are the bug; some days you are the windshield."

Perch Base Centennial Picnic:

What I can write about our Perch Base Submarine Centennial Celebration Picnic could fill volumes. Those that made it, and about 64 did, had a GREAT time. Those of you that didn't, you REALLY missed out. I've run picnics before for this base, but **Don Wannamaker**, our new Social/Activities Chairman R-E-A-L-L-Y ran a PICNIC. We all know that things like this do not happen without the help of one's wife, and for that reason, I would like to thank Don's lovely wife, **Judy**. Hers was the Midas touch. Also jumping in the fray of things was **John Redding** who helped set things up, **Dave Harnish** who ran his expanded Ships Stores, **Ramon Samson** and new member **Ben Acosta** who slaved all day long in 95 degree heat, cooking, and newcomer **Mike Keating** who helped unload cars. I know I'm leaving out many others who contributed greatly to its success and please forgive me. All I can say is that the food was fantastic, the drink sparkling, and the brotherhood truly Submariner. Our major problem seems to be; what do we do next year?

Don, I know what work truly went into making this a success and on behalf of all of us, thank you.

A Proclamation To Honor Submariners:

On March 23rd 2000, **PERCH** Base Vice Commander, **Don Wannamaker**, wrote a letter to Arizona Governor, Jane Hull, requesting that a day be put aside as a tribute to honor the 100th Anniversary of the United States Submarine Force. The text of his stirring letter and the Governor's reply follows:

March 23, 2000
Governor Jane Hull
Governor of the State of Arizona

Dear Governor Jane Hull,

I proudly served in the U.S. Navy for 22 years and 14 years in the Submarine Force. I retired in 1968 with 100% Disability. I am presently Base Vice Commander for U.S. Submarine Veterans, Inc., Phoenix Base. I am also active with the Submarine Veterans of WWII. We are part of a Nationwide Organization whose creed is "To Perpetuate the

memory of our shipmates who gave their lives in performance of their duties. That their dedication, deeds, and supreme sacrifice be a constant source of motivation towards greater accomplishment, pledge loyalty to the United States Government". Subvets' Organization has over 6000 members nationally and Subvets WWII has 7307 nationally.

April 11th is the U.S. Submarine Force Centennial birthday. There are many events scheduled across the country commemorating this event. There are several here in Phoenix. On the 9th of April, The Subvets Centennial Picnic will be held in Encanto Park. On August 28 - September 2, 2000 the WWII 46th National Convention will be held here in Phoenix.

The U.S. Submarine Force has enjoyed a very rich heritage and Submarine sailors are a proud bunch of individuals. I am writing to ask you to issue a proclamation declaring April 11, 2000 to be "American Submariners Day" honoring and recognizing the effort and sacrifices of all Submarine sailors from 1900 until the present.

Please let me give you a little history about the Submarine Service. The U.S.S. Holland, the first Submarine to be put into service was commissioned in 1900. Since that day the Navy has progressed to the modern Nuclear Submarine force of today where we have the fastest, quietest, safest, and most capable Submarines in the world.

After Pearl Harbor, the Submarine Force held the lines against the Japanese while the rest of the fleet recovered from the devastation that started World War II. The Submarine Force made up only 1.6% of the Navy yet these brave men and their submarines accounted for 55% of all the ships that were sunk by allied forces. This feat was not accomplished without great loss of men and submarines. The U.S. Navy lost 52 submarines and over 3,500 brave men who went on "Eternal Patrol".

There were 7 Submarine Commanding Officers awarded the Medal of Honor for their efforts. There are thousands of Submarine Veterans living across the country who fought in WWII. There are also thousands of Submarine Veterans who served in Submarines after WWII, who fought the "Cold War" which led to the collapse of the Soviet union, during this time. We also lost 2 additional Submarines and their crews aboard **U.S.S. THRESHER (SSN593)** and **U.S.S. SCORPION (SSN589)**.

Because of our rich proud heritage, U.S. Submarine Sailors past and present would be greatly honored by you declaring 11 April 2000 as "Arizona Submariner Day".

Thank You,
Donald R. Wannamaker MMC (SS) USN Ret.
Phoenix Base Vice Commander
United States Submarine Veterans, Inc.

U.S. Submarine Veterans World War II U. S. Submarine Veterans, Inc.

Commander Jack Neumann
Commander Roger Cousin

Governor Hull's reply:

STATE OF ARIZONA EXECUTIVE OFFICE, PHOENIX, AZ
PROCLAMATION COMMENDING THE SUBMARINE FORCE OF THE UNITED STATES NAVY ON THE 100th ANNIVERSARY OF THE FORCE.

WHEREAS, THE SUBMARINE FORCE OF THE UNITED STATES WAS FOUNDED WITH THE PURCHASE OF THE U.S.S. HOLLAND ON APRIL 11, 1900

WHEREAS, THE STATE OF ARIZONA WISHES TO PAY SPECIAL TRIBUTE TO THE SUBMARINE VETERANS.

NOW, THEREFORE I, JANE D. HULL, GOVERNOR OF THE STATE OF ARIZONA, DO HEREBY PROCLAIM THE 11th OF APRIL, 2000, "ARIZONA SUBMARINER VETERANS DAY" THROUGHOUT THE STATE OF ARIZONA, AND URGE CITIZENS TO REMEMBER THESE BRAVE CITIZENS WHO GAVE SERVICE FOR OUR COUNTRY.

ATTEST:
DONE AT THE EXECUTIVE OFFICE
THIS 11th DAY OF APRIL, 2000.

WITNESS AT THE EXECUTIVE OFFICE AND THE GREAT SEAL OF THE STATE OF ARIZONA.

JANE D. HULL
GOVERNOR

Commander's Comments:

On behalf of every former and active submariner in the State of Arizona, regardless of organizational affiliation, I salute you, Don, for a job Well Done.

Lost Boats and Crews in May:

USS LAGARTO (SS371) (Launched 14 October 1944), Sunk 3 May 1945, 85 men lost.

USS LAGARTO departed Subic Bay on her second war patrol and late in April was directed to patrol in the Gulf of Siam, where **USS BAYA (SS318)** joined her on 2 May. That night the two submarines attacked a heavily escorted tanker but were driven off by enemy escorts. The two submarines met early next morning to discuss attack plans. **USS BAYA** made a midnight attack but again was driven off by the Japanese escorts. At dawn, 4 May, when **USS BAYA** tried to contact **USS LAGARTO**, there was no

reply. Since Japanese records state that during the night of 3-4 May 1945 mine layer HATSUTAKA attacked a U.S. Submarine in the location, it is presumed that **USS LAGARTO** perished in battle with all hands.

S-4 (SS109) (Launched 27 August, 1919), 1 man lost

Scuttled off Hawaii 15 May 1936, S-4 ran into extremely high and turbulent seas and began flooding. Abandoning ship, all but one man survived. The ironic part of her story is that this was not the first time she sank. On December 17, 1927, she was involved in a collision with U.S. Coast Guard Cutter **PALDING** and sank off Provincetown, MA. Her full crew of 40 was lost. Raised 17 March 1928 and cleared of her dead crew, she was back in service by mid-1929.

USS SCORPION (SSN589) (Launched 29 December 1959), Lost 22 May 1968, 94 men lost. **USS SCORPION** sank May 22, 1968 in more than 10,000 feet of water about 400 miles southwest of the Azores. The cause is still not certain. **USS SCORPION** is in two major sections. The forward hull section, including the Torpedo Room and most of her Operations Compartment is located in a trench that was formed by the impact of the hull section with the bottom. The sail is detached. The aft hull section including the Reactor Compartment and Engine Room is located in a separate trench that was formed by the impact of this hull section with the bottom. The aft section of the Engine Room is inserted forward into a larger diameter hull section in a manner similar to a telescope. It probably took no more than 30 to 45 seconds for the crew to perish.

There were two torpedoes with low yield nuclear warheads aboard when she was lost. The special nuclear material from the warheads has not been recovered. The most likely scenario is that the plutonium and uranium core of these weapons has corroded to a heavy, insoluble material and remains at or close to its original location inside the torpedo room of the submarine. If the corroded materials were released outside the submarine, their specific gravity and insolubility would cause them to settle in the sediment. (Or so they say.)

USS SQUALIS (SS192) Later **SAILFISH**: (Launched September 14, 1938), Lost May 23, 1939, 26 men lost.

USS SQUALIS is a name known to all submariners. She had a short history but rocked America when, just 8 months after launching, she foundered off Portsmouth, NH, during a shake-down, drowning 26 men. Many books have been published about this incident. But what is not generally known is that she was later raised, refitted, and recommissioned **USS SAILFISH**. **USS SAILFISH** did the **USS SQUALIS** justice. On March 2, 1942,

north of Bali, she sank a 6,440 ton Jap aircraft "ferry". Then, on December 3, 1943, 300 miles SE of Tokyo, **USS SAILFISH** picked up a Jap convoy in a horrendous storm while heading toward Japan. She chose a carrier, loaded with zeros as her target. Two torpedoes hit amidships yet the carrier did not sink. At dawn, still off the target's stern, another of her shots slammed into the carrier with the same result. By 0930 **USS SAILFISH** had had enough and fired three more torpedoes; two hit their mark. Moments later, **USS SAILFISH** heard loud breaking up noises as the **CHUYO** rolled over and sank.

During her wartime patrols, **USS SAILFISH** also plucked 12 American fliers out of the sea and sank two freighters. Yet she was not destined to stay a happy ship for long. It wasn't until the occupation of Japan, after the war, that the fate of the crew of her sister ship, **USS SCULPIN**, was learned. 41 of **USS SCULPIN'S** crew became POW's and on November 28, 1943, were put on two Japanese carriers for transport to prisons in Japan. One of those carriers was the **CHUYO**, which **USS SAILFISH** sank. (See **USS SQUALIS** log in this issue.)

Memorial Day Observance:

I am asking all Perch Base shipmates to join us for our Submarine Centennial Memorial Day Service at the Arizona National Cemetery, off Cave Creek Road on Pinnacle Peak Road on Monday, May 29th, at 7:45 a.m. We are hoping for seating alongside of our WW 2 brothers, but seating cannot be assured unless you get there early. I have been informed by the Cemetery, that the Submarine Torpedo Monument will be in place by that time. The WW2's have given us the honor of tolling the bells. This is the first year that Perch Base will be unfolding their memorial wreath, please make it a point to show up. Wear your SUBVET hats, jackets or vests. Lou Tejera is trying to find us a restaurant for "brunch" (breakfast or lunch) after the ceremonies. Definite plans will be decided at the May meeting.

Directions: From I-17, get off at Deer Valley Road, head east past the airport to Cave Creek Road, then head north to Pinnacle Peak Road; head east about 1/4 mile, entrance is on the right. Follow the entrance road to its end. Turn left and then turn right, at first street you come to. This will lead you past main building and will end at the **USS PERCH** Memorial. Festivities under a tent to your left.

Next Meeting Location:

May's Meeting will be held at the AMERICAN LEGION POST 29 AT 6822 North 58th Avenue, Glendale, one block south of Glendale. Take I-17 to Glendale Avenue - head west to 58th Avenue, then south 2 blocks. The Legion is on the left and parking is in a lot directly behind the post. For West Valley, just get to Glendale Avenue via Grand and follow

the rest of the directions. The building is the one on the West Side of the parking lot. The American Legion Ladies will serve us lunch at a very nominal cost. It will be served between 12:00 and 13:00. Beer and soda will be served at the same time. All meetings will be conducted at this location, from now on. The DAV will no longer be our meeting site.

Changes To PERCH Base By-Laws:

Submitted by Roger Cousin, CMDR, 8 January 2000
(Passed and ratified at March Meeting)

Revise: Article VI, Section I

FROM: The Arizona Sub Vets - - Perch Base shall conduct a monthly Business Meeting, except for the month in which the National Convention is held. The National Convention shall serve as that month's Base meeting.

TO: The Arizona Sub Vets Perch Base shall conduct a monthly Business Meeting, except for the month in which the National Convention is held. The National Convention shall serve as that month's Base meeting. Holding of a December meeting shall be at the discretion of the membership.

REASON: We normally do not meet during the Holiday Season.

ADD: Article VI, Section 4 **VOTING**

Each member in good standing shall be entitled to vote at a Business Meeting on matters of Base issues. Any member not voting will be considered abstaining.

REASON: No voting authority is spelled out by the Base by Laws.

REVISE Article IX, Section 3.

FROM: Vice-Commander: The Vice-Commander, in the absence of the Base Commander, shall preside at all meetings and perform such duties as are necessary.

TO: Vice-Commander: The Vice-Commander, in the absence of the Base Commander, shall preside at all meetings and perform such duties as are necessary. The primary duty of the Vice-Commander shall include, but not be limited to, assisting the Base Commander in the discharge of his duties.

REASON: To conform to National By-Laws.

ADD: Article VIII, Section 9.

If deemed for the "Good of the Order", any officer, including Base Commander, Vice Commander, Secretary, Treasurer, or Committee Chairmen shall be subject to recall and removal from office by a quorum vote of the membership and will become effective the meeting following the vote.

REASON: No article in our Base By-Laws currently covers this contingency.

ADD: Subparagraph 1 to Duties Of Officers Within one month of the expiration (Article IX, Section 1) of office, all officers and chair people shall deliver to their successors all books, papers, money and other property belonging to Perch Base, USSVI, and

shall not be released from any bond or obligation unless and until they comply.

REASON: It is not spelled out in Base By-Laws.

American Submariner Quagmire:

It has come to my attention that some of us have recently not been receiving our bi-monthly magazine "American Submariner" from the printer. If this is happening to you, please contact me, your Commander, or your Membership Chairman, Gary Patterson. (See front cover.)

District Commander Nominations:

Our Regional Director, John Peters, (email, k1er@lava.net), has asked for nominations for District 8 Commander - 2000. Shipmate **Gary Patterson**, who served in this capacity last year, has been nominated again. Good luck, **Gary**.

Western Regional Conference 2000:

In the March issue of Midwatch, your Commander wrote a lengthy article outlining all the pertinent information that members wishing to attend the USSVI National Centennial Conference, at Atlantic City October 16-20, may need. I have since been sent the final information for the Western Regional Conference. The Host Base will be Los Angeles/Pasadena. The date is June 16-18. Advance Registration: \$10.00 pre-paid non-refundable. Registration Fee must be received prior to May 11. \$15.00 prepaid non-refundable after May 11.

\$25.00 Registration Fee at door.

Hotel reservations must be placed with host Hotel no later than May 11 to receive \$89 per night room rate. After May 11, room rate \$109, after June 11 normal room rates of \$129-\$149 apply subject to space availability. Ask for the USSVI Rate. So make your reservation now, the earlier the better.

Port of Los Angeles - San Pedro Hilton

2800 Via Cabrillo Marina

San Pedro, California 90731

Telephone: (310) 514-3344

San Pedro is the site of the first Submarine Base on the Pacific Coast. As the site of the Los Angeles Maritime Museum is located within yards from the original home of this first Submarine Base and is also the home of the USS Los Angeles Naval Monument, dedicated "to the Personnel and Ships of the United States Navy," it only seemed fitting that San Pedro should be the site for this year's Western Regional Conference. The Los Angeles Maritime Museum also serves as the city of Los Angeles's official Submarine Centennial Exhibit site.

Throughout the Submarine Centennial year, the Los Angeles Maritime Museum will proudly display submarine memorabilia, which once belonged

to many of those World War II submarines, which found their final resting places in the shipyards of San Pedro. Transportation from LAX via Supershuttle is \$12.50 per person each way. Make Advance Registration Checks payable to: USSVI Western Regional

Mail to: USSVI Los Angeles-Pasadena Base
c/o Sons of the Revolution Library Building
600 South Central Avenue
Glendale, California 91204-2009

Any Questions Contact: Mark J. Denger by telephone: (818)240-1775 or email: Permit1@flash.net

For other information or a Registration Form, contact your Commander, **Roger Cousin**, at address on front cover.

A Submarine Experience:

As you know, I have often put the call out to Perch Base Members to send me a submarine experience that they wish to share with their shipmates. John Michaud answered this call and wrote the following:

This might come as a surprise, but as I reread your December NL, I was impressed and thought I might help you with some true sea stories from the **USS NAUTILUS**. I know we have several old Nautilus shipmates in Perch Base and they should enjoy some of them. ^{NSO Gov}

Let me step back in time a moment. I was in Sub School in 1940 and we were training on "R" boats, and once a week we got to ride an "S" boat. Now, that was a thrill. At this time EB was gearing up with the new fleet boats. Namely, the **USS TAMBOR**, **USS TAUTOG** and **USS THRESHER**. These slick monsters would pull into the Sub Base and compared to us, they were Big Mothers. We heard the "R" and "S" boat sailors saying "They're just too damn big. I wouldn't ride them." By the end of Sub School, I thought "What the hell, I'm going down to tour one of them." They were so new, they didn't even smell like a submarine. Most impressive. I would never have guessed that one-day I'd be a crewmember aboard a nuclear submarine, which was bigger and faster. Now to the story

Angles and Dangles:

We had grown very professional in doing 45 degree dives at 20 knots, only to level off and do a 45 degree surface, breaking the surface like a rocket. Often, congressmen and VIP's who came aboard to witness how the boat behaved, ended up green. Then we made our first West Coast trip. We were the Queen of the May. Sailors, and especially Sub sailors could now see what was ahead for them in their future. Every port we hit in the Pacific we would pick up a visiting Skipper and

three or four Chiefs from a boat tied up next to us, many of them rode with us, and we would demonstrate what the **NAUTILUS** was capable of doing. We would head for deep water and crank up to flank speed which entailed going to full right and then hard left rudder. **NAUTILUS** heeled over like a banking fighter aircraft. We would then, while submerged, do some small up and down, porpoise motions to show how agile the Nautilus was in all dimensions, and then would return to periscope depth and slow to 20 knots. While on surface we pointed out where the speed log was located and show them the Inclinometer to indicate our possible down and up angles.

Next, word was passed "prepare for Angles and Dangles". Angles and Dangles? This didn't mean very much to the fleet and Guppy sailors as they were so over-whelmed by what they had already witnessed, that they thought it must be words that nuclear sailors used. In the meantime, the diving officer quietly told the stern planesman to take it down at 45 degrees, and the stern planesman would push the stick into full down position. I used to watch those diesel sailors in the control room as we nosed over to 10, then to 15, then to 20 degrees. By this time, they looked at each other, then started to get a hold of anything they could grab onto. A bewildered and frightened look came over their faces. . nobody was taking any kind of action, blowing bow buoyancy, safety or main ballast tanks. YET, the **NAUTILUS** was diving. The next thing they looked at was the speed log, then at the inclinometer, and by this time it indicated that we were heading down at 30 degrees, and still increasing. Every one of them slowly released their grasp and took deep breaths. Then, without them knowing what was going to happen next, we rapidly started back up the same angle we came down. Again they became white faced and tense. As we broached the surface with a splash, they gained their color back and started releasing their grips on whatever item they had a hold of and began to laugh.

As they departed the **NAUTILUS** in port, I heard the same remarks I'd heard in New London in 1940 while riding the "R" and "S" boats. "This boat is too damn big for me and I won't ever ride one of those monsters." I often now wonder what they would say if they ever rode a fast attack, bouncing around under the sea or riding one of the Tridents during a run. This is just an insight of what the future has in store for us submarine sailors. Smooth Sailing, John H. Michaud STCS(SS) USN Retired

Log of the USS SQUALUS, 23 May 1939:
0800 Underway as before.
0801 Loweed pitometer reading 972.5.
0810 Rigged ship for dive.

0825 Passed NH Isle of Shoals light abeam to port, distance 1 mile.

0830 Both propellers ahead full speed, set course 154 degree psc-T168 degree psc.

0840 Made fast dive.

0841 Forward Engine room reported flooding. Captain orders, "Blow main ballast." Attempting to surface ship, diving planes hard rise, put bow planes on hard dive, attempting to raise stern. Large up angle. Ship settled on bottom with eleven degree up angle in bow.

0843 Attempting to establish communication with other compartments by phone and hull tapping; successful, forward, no communication aft.

0844 Checking compartment to remedy all leakage; water coming in through periscopes and hydraulic system, pump room flooding. Secured leakage of oil and water in hydraulic system by securing all valves. Captain ordered check of all un-flooded compartments.

0845 Cracked Forward Battery Door, testing for chlorine gas, no trace of chlorine, entered compartment to get escape lungs from Forward Torpedo Room, issued escape lungs to men in control room. Men split up in two parties: Forward TORPEDO ROOM and CONTROL ROOM.

0847 Released forward marker buoy and established watch on phone; explained escape procedure to personnel; Captain advised all men to avoid unnecessary labor and rest as much as possible in order to conserve oxygen. Firing red rockets at intervals. Rigged conning tower for escape.

0849 All lights extinguished with GAINOR, CEM, pulled forward battery knife switches. Using flashlight as necessary.

0850 Captain and officers discuss situation in order to find some procedure in which conditions can be improved.

0942 Attempting to blow water from aft trim tank, successful.

0944 attempting to blow No. 2 & 3 auxiliary tanks, building up pressure in tanks.

0946 Secured air, no change in angle, air in banks as follows: Bank No. 1, 1550 lb.; No. 2, 2900 lb., No. 3, 2800 lb., No. 4, 750 lb., No. 5, 1000 lb. Air leaking from aft trim blow valve packing gland. repaired leak. Making tests on communication with Forward Torpedo Room at various intervals.

1007 Fired red rocket.

1024 Fired red rocket. Men in high spirits, joking and discussing various topics.

1124 Blowing fuel oil through crews head.

1140 Fired red rocket

1210 Cracked Forward Battery Door, releasing pressure in Control Room. Transferred emergency lights to Control Room.

1240 Fired red rocket.

1250 Heard loud bang on hull, blew fuel oil.

1255 Heard propellers of SCULPIN.

1301 Fired yellow rocket (saving red rockets).

1306 Heard anchor of SCULPIN drop.

1313 Blowing fuel oil.

1321 Established communications with SCULPIN, explained conditions.

1323 Lost communication with SCULPIN, maintaining constant watch on phone.

1412 Spread Carbon Dioxide Absorbent to purify air, passed out rain clothing for warmth.

1445 Bleeding oxygen from flasks at intervals.

1600 Men in excellent spirits although extremely cold and breathing becoming difficult.

1630 Cracked Forward Battery Door, trace of chlorine gas. Men developing headaches, and breathing difficult, and becoming nauseated.

1645 Spread more Carbon Dioxide Absorbent.

1721 Hear USS WANDANK calling us. Answered by tapping on hull in conning tower using Morse code.

1743 Fired yellow rocket.

1800 Sending Victors by tapping on hull. Signals reception excellent. Washburn, Sea2c, had an attack of chills, men put their coats over him and hugged him. He was all right.

1804 USS WANDANK sent following message, "Can you hear us, if you can make my call." Answered WANDANK "Yes".

1823 Called WANDANK and sent message "You apply salvage air to compartments aft Control Room.

1828 From WANDANK, "How many officers and crew in unflooded compartments? Are you taking any water in those compartments?"

1830 To WANDANK, "Thirty-three; No." From WANDANK: "We can hear your hammers but very weak send each word three times." From WANDANK, "What valve open and what degree list?" To WANDANK, "Main induction. No list."

2000 Lying on bottom ten degrees up angle. Men in good spirits. To USS SCULPIN, "Have you located us?" From SCULPIN, "Yes." To SCULPIN, "What are plans to surface?" From SCULPIN, "What are conditions below?" To SCULPIN, "Satisfactory, but cold." From WANDANK, "FALCON arrives about three in morning expect to start operations vacating personnel immediately, believe have grapple attached to your ship, report on personnel." To WANDANK, "Fifteen in Torpedo Room, eighteen in Control Room." From WANDANK: "Can you go from Control Room to Forward Torpedo Room?" To WANDANK, "Yes".

0005 From WANDANK, "Message from FALCON indicates time of arrival is 0430."

0155 From WANDANK, "Are your ballast tanks vents open or closed" MOMSEN says twenty seven feet pressure will not be injurious." To WANDANK:

"Vents closed."

0400 From FALCON, "Diver descending now to attach downhaul wire for rescue chamber."

0918 From FALCON, "Rescue chamber on way down." To FALCON, "How many men per trip?" From FALCON, "Seven." Men heard Chamber making seal. Opened lower hatch in airlock, secured it immediately due to receiving considerable water and opened drain line.

The Captain designated Lt.(jg) NICHOLS and Mr. PREBLE for first trip in order to explain fully conditions below. Five more men to make trip. Breathing in Control Room more difficult, spreading carbon dioxide absorbent and waiting for first trip to leave ship before abandoning Control Room. First trip left the ship through F.T.R. escape hatch.

1200 Captain inquired of men in Control Room if anyone too weak to make it to Forward Torpedo Room. All men ready to make trip. Rigged lungs for breathing through chlorine gas, advised Torpedo Room to put on lungs and that we were abandoning Control Room. Put in mouthpieces and rigged nose clips. Cracked Forward Battery Door, then latched it open. Men started through Forward Battery. Captain secured door between Forward Battery and Control Room. Cracked Forward Torpedo Room Door then all men entered Torpedo Room, and closed door. Air in Torpedo Room much better due to Rescue Chamber having vented compartment. Found men in Torpedo Room had conserved oxygen as much as possible for our use, but it was extremely cold. Rescue Chamber on way down for second trip. Heard bell making seal, opened drain line to air lock. Water entered compartment.

1524 Men designated by Captain for second trip entered Rescue Chamber. Nine men.

1526 Secured lower air lock hatch. Rescue Chamber on way to surface.

1631 From FALCON, "Rescue Chamber now starting down for third trip." Rescue Chamber made seal, followed same procedure, with water entering compartment as before. Rescue Chamber on way to surface with nine men. Rescue chamber on way down for fourth trip. Rescue Chamber made seal following same procedure, with same amount of water entering compartment as before. Rescue Chamber on way to surface with eight men.

1951 Captain the last to leave the ship and enter Rescue Chamber, secured lower hatch. All survivors in first three trips were sent to Naval Hospital, Navy Yard, Portsmouth, NH. Rescue Chamber downhaul cable jammed and diver was sent down to cut it

Chaplain's Corner:

I received the following letter:

Dear Sir,

I am writing this letter in the belief that you served on the **USS176 PERCH**, and not the later

USS313. I am writing to inform you that one of the personnel from **USS176** passed away yesterday, March 2, 2000. **Lawrence Dague**, my wife's great uncle, was a member of the crew of the **USS176** and an POW for three years. I am not sure what reasons exist for my writing this, except maybe for my own catharsis. The funeral will be tomorrow, 3/4/2000, in his hometown of Walker, Minnesota.

Sincerely,

Scott Tjader, Appleton, Wisconsin.

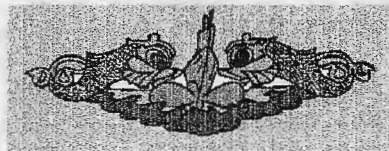
In answer to this letter, I wrote:

Dear Scott,

It is always with great sorrow, when I hear of one of the **USS PERCH** submariners passing on, especially one like your wife's great uncle who not only went through the horrors of the undersea war of WW2, but suffered the indignities, humiliations, and tortures of becoming a Prisoner of War at the hands of a vicious enemy. Many books have been written on their trials of terror, but unless one actually lived through it, I doubt if any of us could ever imagine the full effects of what these brave men endured.

I never had the pleasure of meeting Lawrence. I'm sorry for this. I also do not believe any of my "crew" has either. However, let me tell you some facts about Submariners. One Submariner is a shipmate of all Submariners. We live and die in a brotherhood of real life Brothers.

Not since the days of the King's Musketeers has there ever been such a code of "One for All and All for One". Lawrence is one of us, and we mourn for him as you do. While I do not believe any of the members of **PERCH** Base has ever "sailed" with Lawrence, I believe our base has paid him the highest of all Submariner tributes, that being the naming of our Base after his ship, the **USS PERCH (SS176)**, and immortalizing our brothers that sailed on her. Not too many bases have aligned themselves to such a tribute. **PERCH** Base has. You and your family can rest well . . . Lawrence is where he belongs among his buddies from the **PERCH**. Thank you for the notification of Lawrence's final patrol.



PERCH Base Booster Club for 2000:

I wish to thank the following members for their above and beyond financial assistance to our Base:

JERRY ALLSTON, KEN ANDERSON, JOE BERNARD, JERRY BECKER, WAYNE BRAASTAD, MIKE BRIETNER, TOM BURKE, JIM CLEWETT, ROGER COUSIN, EARL CROWLEY, STEVE DAY, JEFF DUNCAN, DOUG EDDY, TOM FOOSHEE, BILLY

GRIEVES, LEE GRAYBEAL, WARREN GROSSETTA, DAVE HARNISH, GLENN HEROLD, STEVE HOUGH, JIM JOHNS, DAVY JONES, JOHN 'GULLY KING' LANG, HUBIE MAXEY, BOB MAY, JIM MICHAUD, ROGER MILLER, BOB MITCHELL, BOB MOORE, JOE MULLINS, JIM NELSON, JIM NEWMAN, JOE OTREBA, TOM PATTERSON, ROYCE PETTIT, RAY PERRON, SCOTT PROTERO, RAY SAMSON, FRANK RUMBAUGH, JOE SCHWARTZ (DECEASED), TYLER SMITH, ADRIAN STUKE, LOU TEJERA, DON WANNAMAKER, JOHN WILSON, DON WHITEHEAD, BOB WONSLEY, GEORGE WOODS, JERRY YOWELL.

(Please excuse me if I missed anyone, but kindly inform me.)

Sub Stories:

Do you have a sub story? All submariners have ballast tanks full. Send us yours in 450 words or less (may be anonymous). Or better yet, come forward and tell us about it at a meeting.

On The Lighter Side

A submarine machinist mate decides to go to the beach in San Diego to visit his buddy who is moonlighting as a lifeguard. Walking across the sand, he noticed a large group of beautiful and shapely young ladies milling around the lifeguard station. As he approached, he noticed that women were now looking at him and giggling. Perplexed, he pulled his buddy away from the girls and asked "Hey, Jack, why are these chicks laughing at me?" Well, said the friend "it's because of what you DON'T have showing in your bathing suit . . . listen, I don't take any chances, I stuff a potato in my bathing suit. They never catch on. Why don't you do the same?" The next day the machinist mate shows up at the beach with the potato in his bathing suit and this time the girls become absolutely hysterical with laughter. "NOW why are they laughing at me?", he asks his friend. "Dummy", his friend cries, "the potato goes in the FRONT!"

For Your Health:

Urinary Tract Infections: Dr. Julian Whitaker, MD Urinary tract infections result in more than 9 million doctor visits per year. Sexual intercourse is a major risk factor for UTIs, as are pregnancy, the use of diaphragms with spermicides, diabetes, and any condition that obstructs urine flow, such as prostate enlargement in men. To reduce your risk of UTIs, drink at least eight 8-ounce glasses of pure water daily; urinate after sexual intercourse; and supplement with a cranberry/blueberry extract, available from health food stores. Don't be fooled by cranberry juice "cocktails;" these drinks are loaded with added sugars, which can promote the growth of bacteria.

Submarine Centennial Stamps Available:

The 33-cent Submarine Centennial Stamps are now available at most large US Post Offices. They are sold in sheets of 20 stamps and from what I'm hearing from postal workers, they're selling fast. This stamp fittingly depicts the underway Los Angeles Class USS Admiral Rickover and is beautifully detailed in shades of blue.

Bouncy Stuff:

We all know, or at least our wives do, what the product "Bounce" does in our laundry, but did you know that it repels mosquitoes during bug season when slipped through a belt loop and worn outdoors? It also eliminates static electricity from your television screen, dissolves soap scum from shower doors, freshens the air in closets or in your car under the seat, wipes up sawdust from drilling or sanding (a used sheet will collect sawdust like a tack cloth), deodorizes shoes and sneakers overnight, collects cat hair (by rubbing the area with Bounce will attract hair like a magnet)? Just some useless information to pass on.

The US Submarine Force Today:

Operational Demands Grow as numbers fall. From an interview between "Sea Power" and Rear Adm. Malcolm I. Fages, Chief of Naval Operations.

Sea Power: ~~Could you~~ give us a rough idea of where the Navy's submarine force is operating around the world at this time?

FAGES: Today, we are operating in all theaters around the world - with about 12 submarines forward-deployed. We, of course, operated in the European theater in support of Kosovo operations in 1999 - where, during other operations, our submarines launched about 25 percent of the Tomahawk missiles in that conflict. We are now operating chiefly off Southwest Asia and in the Western Pacific - in fact, because the Navy has had to pull an aircraft carrier (USS Kitty Hawk) out of the Western Pacific to cover other missions, our submarines are keeping a close eye on what's going on in that part of the world. We also have submarines doing independent operations - intelligence, surveillance, and reconnaissance (ISR) missions. We are also engaged with our allies in conducting antisubmarine-warfare exercises. We also have a submarine that is participating in counter drug operations for the Southern Command. So, we are all over the world!

Sea Power: We understand that the number of submarine ISR missions has doubled from Cold War levels, yet the Navy will have only 50 attack submarines by 2003. How do you plan to cope with this imbalance between operational requirements and force structure?

FAGES: We basically became asset-limited when our force structure fell below 72 (attack) submarines.

Innumerable studies have assessed how many submarines we need to perform assigned missions. The fleet commanders in chief (CINCs) have validated a requirement for 72 SSNs. Today, we are at 58. And, in fact, there are some things we are not doing. We have had to pull submarines out of MAJOR JOINT (multiple U.S. forces) NATO exercises. In order to respond to contingencies, we have had to say "no" to some INTELLIGENCE-collection missions. We are having to back off significantly from our commitment to Arctic operations and to counter drug operations.

In general, the only intelligence-collection missions that come to the submarine force are those for which there is not another capability to achieve the desired end. Our inability to satisfy these demands due to insufficient available assets (money) has national implications.

Sea Power: Is it fair to say that the Navy's attack-submarine force level should be higher than what the QDR (quadrennial defense review) recommended?

FAGES: Yes. A Joint Chief of Staff (JCS) study is underway now evaluating attack-submarine requirements in the 2015 and 2025 time frames. This study was mandated by The Quadrennial Defense Review (QDR) force level of 50 attack submarines, was not cast in stone and was, essentially, budget-based - not requirements driven. I can't tell you what the final outcome is going to be because the study is a work in progress, but I can tell you with a high degree of optimism that the number is going to come in significantly higher than 50.

Sea Power: Without prejudging the study, what are some of the options that you may consider to respond to the need for more attack submarines?

FAGES: Service-life extension (for currently commissioned submarines) is one that we have already started to address. One of the great concerns we have had with the Virginia class (new attack submarine) is that, when one looked at the acquisition profile starting in 2008, it had to go up to three (submarines delivered) a year to maintain our attack-submarine force levels. Between 2008 and 2015, we were going to have five years in which we had to acquire three a year just to remain at 50 attack submarines. Frankly, we did not think that was affordable, given the Navy SCN (shipbuilding and conversion Navy) budget. So we have been looking at ways to maintain a force structure of at least 50 attack submarines without having to acquire more than the two (Virginia-class submarines) per year, which we think is achievable and affordable. We have concluded that we can extend the service life on some of the improved Los Angeles-class subs that have sufficient fuel by paying very, very close attention to (nuclear) fuel management.

The service lives for selected submarines can

be extended to 33 years and there are enough ships in that category to allow us to maintain a force structure of 50 (attack submarines) but not have to build more than two (Virginia-Class submarines) a year. But, of course, that doesn't get to the question you are asking: How do we get to the higher number? We are currently downsizing our force structure to achieve a level of 50 attack submarines as mandated by the QDR. We have eight Los Angeles-class submarines that will be inactivated before they reach the end of their projected service lives. These ships could be refueled instead of inactivated.

Another opportunity for increasing our force structure is through SSGN (nuclear-powered guided-missile submarine) conversions. If the decision were made to convert four Trident SSBNs that are not required for their strategic mission to SSGNs, we could achieve a force level of 62. Two SSGNs, each with two crews, enable "heel-to-toe" (continuous) forward presence. With four SSGNs, each with two crews, we can forward-deploy two submarines continuously (a 2.0 presence). Nine single-crewed submarines are normally required to achieve a 2.0 forward presence. So, with 58 attack submarines and four SSGNs you really get more presence than you would with just 62 attack submarines. The SSGN does not give you all the mission capabilities of the attack submarine, so the number is a bit of a hybrid - but it is certainly within the realm of the "doable" to achieve higher numbers without having to break the Navy SCN budget to do it.

Sea Power: Given your concerns for affordability and force structure, have you reconsidered the diesel submarine for the low end of Navy requirements? Is quantity not also a quality?

FAGES: There have been some significant developments in the conventional diesel electric submarine. The Germans are now building submarines that will have a 30-day submerged capability using air-independent propulsion. We feel that for the missions that our Navy and our submarine forces are called upon to do - to traverse two great oceans and to be forward-engaged around the world - a diesel submarine simply does not make sense for the United States. Time and again, with the low numbers in today's force structure, we roll (reassign) submarines from theater to theater to cover gaps - and we do that at high speeds. Take USS MIAMI (Los Angeles-class). She was involved in strike operations (Operation Desert Fox) in December, when she unloaded her (Tomahawk cruise-missile) inventory against Iraqi targets. She left CENT-COM's (U.S. Central Command's) theater by way of the Suez Canal in order to cover targets in Kosovo for EUCOM (U.S. European Command). We reloaded her from a submarine tender in Italy, and then she went off and launched (Tomahawks) against Yugoslavia (Operation Allied Force) in March. The ability to move a ship quickly and covertly over great distances from CENTCOM to EUCOM is just not

possible with a diesel submarine.

(Editor Note: It is if the diesels are already stationed at ports nearby.)

Sea Power: What tactical and operational innovations does the submarine force display in these day-to-day missions?

FAGES: A number of enhancements and modernization's in our submarines take advantage of the latest developments in computer processing and new technology. Perhaps the best example is in the area of sonar modernization.

We are completely modernizing all attack and ballistic missile submarines with commercial-off-the-shelf systems rather than legacy sonar systems. (Many of the components do not meet stringent military specifications.) More acoustic processing power is resident on ONE submarine with this new system than exists currently in the legacy systems on ALL submarines in the fleet! This order of magnitude enhancement will give us incredible potential for signals processing. We are also working on technology to enable Network Centric warfare as it involves submarines - network-centric ASW. We are working with our other platform sponsors (i.e., OPNAV program and resource sponsors) to develop common tools to allow us to share the tactical picture and exploit the operational environment more effectively.

(Ed note: Only within a Class.)

We are developing the capability to do very precise mapping of the ocean bottoms - particularly in littoral areas - so that we can do mine reconnaissance and develop the best locations for laying underwater-sensor systems and conducting amphibious landings. The system will take a very high-resolution picture of the (ocean's) bottom and then translate that into an image that can be shared with the rest of the battle group in real time for use tactically.

Sea Power: The submarine's past limitation the C4I (command, control, communications, computers, and information) arena was the long pole in the tent as it relates to Network Centric Warfare doctrine. Are you comfortable with progress in this area?

FAGES: Yes. We think that we have swallowed that elephant now. We have a program in place, the investments have been made, and the equipment is starting to be delivered so that starting in fiscal year 2001, all of our submarines that are deploying with the (aircraft carrier) battle groups will have full wideband (communications) capability. In essence, we will be "fully connected" with the battle group.

Sea Power: Looking forward, how do you see the submarine undersea-warfare missions evolving in the 21st century?

FAGES: One of the principal roles for the submarine in the next century will be in battle space preparation - both in the intelligence-gathering area and in the ability to operate in an area in which an adversary has employed anti-access strategy using submarines, mines, ballistic missiles, cruise missiles, and weapons of mass destruction.

Against these asymmetric threats, the submarine - by virtue of its stealth and endurance - is invulnerable.

The submarine will enter early into a hostile battlespace because it is able to deal with those kinds of threats it is able to launch weapons covertly with no notice against enemy coastal and air defenses. This will enable the follow-on flow of less stealthy forces for the true power role that naval forces are designed so well to do.

Sea Power: The submarine force has always had a reputation for having top-quality sailors. Are you experiencing retention problems similar to other warfare specialties? If so, won't you encounter a greater manning challenge if your force structure grows again to more than 50 submarines?

FAGES: We have no silver bullet. We have our share of difficulties with junior-officer retention and accessions, but I think we have rounded the corner. Our nuclear submarine-officer accession percentages have risen substantially in the past two years. Our junior-officer retention is several percentage points below where we would like it to be, but it certainly is in a range that is manageable. We can further improve our officer retention with increased financial compensation. I'm optimistic that we will get the authorization we need to do that.

(Ed Note: What about the enlisted man? Where is a submarine without a crew?) I think one thing that is helping now is a renewed sense of mission amongst our submariners. In the early part of the 1990s, when the Soviet threat went away, we struggled for a while. We are clearly past that now, and our submariners understand how important their mission is today. They see that in deployment ~~the deployment~~ they are being called upon to answer the nation's call. (Ed Note: Without pay increase?)

Another key to the retention of officer and enlisted personnel is reducing inter deployment training-cycle requirements. My experience has been that our Sailors and officers enjoy going to sea and deploying - that is why they joined up. When home, they do not enjoy coming to work when it is dark and going home when it is dark - and not being able to spend their days fruitfully because we are lacking something needed to get the job done efficiently. So the focus on inter deployment training is absolutely correct.

(Ed Note: Where does this guy live? In a shoe box?)

Sea Power: By way of conclusion, how would you describe the present outlook and priorities for the submarine force?

FAGES: We are very optimistic about the future. The demand for submarine services continue to grow - there is almost an insatiable demand from the warfighting CINCs. My concern is maintaining an adequate force structure to be able to meet the missions that the nation calls upon us to do. The thing that continues to amaze me as I ride submarines and talk to submariners is the quality of the people who both operate and support our ships. I cannot imagine a higher quality group of men in the country than we have in the submarine force, and it is a real honor to be part of that group. (Ed Note: A sales job.)

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